

# EDINA MODEL YACHT CLUB

## SAIL & SCALE NEWSLETTER

JANUARY, 2010

VOLUME 19, NUMBER 1

### JOE STEELE - OUR NEW COMMODORE



**By Todd Moen**

**A**t the November 2009 Dry Dock Party, Joe Steele graciously accepted the role as our club's new commodore. The club greatly appreciates Joe's excitement and dedication to this role. He has already come up with several great new ideas for this

year. We want to especially thank Al Bickford for his dedication to the club as the commodore these past 2 years. Pictured above are Joe Steele (holding the keys to the Centrum Building and the club's whistle), Vice Commodores, Paul Olsen, Don Westley, and Kevin Waldo.

#### SCHEDULE OF EVENTS:

January 19, Tuesday .....7:00-9:00 p.m. ....Membership Meeting  
February 16, Tuesday .....7:00-9:00 p.m. ....Membership Meeting

# COMMODORE'S CORNER



**By Joe Steele**  
**HAPPY NEW YEAR!**

**W**ow, what a great club we have. Who would have known that so many people would have

attended a planning meeting during the worst storm of the year. It shows how many dedicated members we have. Thanks to all that attended, your ideas will set the foundation for the year. And thanks to Al Bickford for passing on all the elements needed to continue the club's traditions. If you would like to see what is planned for this year you can either read about it in the newsletter or you can get last minute information on the club's web site. When you go to the "events" section, be sure to click on the event description for details. Dale Johnson is doing a great job keeping the web site up to date. Send him your thoughts, articles, pictures and links and the site will be even more valuable. Show-and-tell will continue to be part of every meeting but I am asking that you call me at 612 940-3068 or email to [jsteele@emyc.org](mailto:jsteele@emyc.org) a day before the meeting. This will help with meeting planning and sending out an email to members so that they won't miss your presentation. For those of you who do not have an email address call me and I will put you on a call list. This way we can keep everyone informed. If you miss

letting me know bring it and we will fit you in. Show-and-tell also includes problem projects that need club help. At the Planning Meeting Dan Lewandowski suggested that the club purchase a projector so that video presentation could be a part of club meetings. Well I have good news, Caroline Herbeck, a friend of the club, has donated a very expensive projector. With the screen that John Bishop has donated we are ready for some great multimedia presentations. Thanks to both of you from the club. We hope to have a fun filled year with many people helping to see that it happens. *See you 'at the pond. Joe Steele*

## 2009 EMYC INCOME & EXPENSES

<b>INCOME</b>	Membership Dues .....	\$1,880.00
	Donation .....	\$20.00
	Parade Of Boats Raffle .....	\$105.00
	Ads/Newsletter .....	\$495.00
	<b>TOTAL INCOME .....</b>	<b>\$2,500.00</b>
<b>EXPENSES</b>	Newsletter .....	\$1230.07
	Supplies/Stamps/Checks .....	\$130.18
	Web Site .....	\$143.40
	Parade of Boats .....	\$81.71
	Dry Dock Party .....	\$1,046.31
	Boat Battery .....	\$69.50
	Nautical Quiz .....	\$10.00
	Poster Paper .....	\$62.94
	Miscellaneous .....	\$68.24
	<b>TOTAL EXPENSES .....</b>	<b>\$2,842.35</b>
	EMYC Balance as of 12/31/09 .....	\$819.58
	Submitted Mikio Kirihara .....	

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# AT THE MEMBERSHIP MEETING

NOVEMBER 17, 2009



By Don Westley

No new members or guests were present.

The Drydock Party was discussed. Sixty to seventy people are expected. The vegetable / fruit platters are not going to be available this year due to high cost. Famous Dave's will provide the ribs and chicken. The social hour will start at 6PM and dinner served at 7PM.

The next meeting will occur on January 19, 2010. The Commodore suggested that members bring membership dues

to the January meeting. After 18 years, the dues will increase to \$25 next year to better cover expenses and activities.

The ballot for new officers consisted of one unopposed candidate for each position except the open Commodore post. A motion was made to accept the ballot as is, and the motion was carried.

Dan Lewandowski announced that the winner for the Nautical Know-It-All quiz was Jim Smith. The meeting was adjourned to proceed with the swap meet bartering activities.

—Don Westley

# AT THE 2010 PLANNING MEETING

DECEMBER 8, 2009



By Julia Moen

Eleven members were present at the meeting at Paul Olsen's home considering the snow storm.

Fleet Captain's were named for 2010: Dan Lewandowski for Scale Models; Tony Johnson for Sail Boats. John Bishop was named the Chairman for Parade of Boats. Plans were discussed in all aspects of the club such as possible upcoming events and Parade of Boats for 2010.

Dan Lewandowski suggested having mini training sessions in March or April to show people how to make their own battery packs, etc. instead of buying new.

A Photo Day was suggested of the captains and their boats so people would know who owns what boats. John Bishop and Kurt Oldenburg would be taking the photos and sending photos & information to Dale Johnson and Julia Moen.

Several suggestions were made for Parade of Boats advertising and demonstrations such as teaming up with Hub Hobby this year for Parade of Boats. Have hobby shops and manufacturers put on demonstrations during the event and possibly have some of their items for sale. The length of the time line

being extended to 4 - 1 hour instead of the normal 8 - 1/2 hour.

A suggestion of having a hands-on training session and/or a demo day for sail boats covering taking the boats around the mark and learning the basic rules for sailing. Tuesdays and Thursdays are normally days for sails at Centennial Lakes. It was also suggested having an event "Intro to Sailing" for people wanting to learn.

The Chairmen for the 2010 Dry Dock Party will be Larry Wheeler and Don Westley.

A family outing at Rick's Hobby Farm was suggested for July 24th. For the detailed meeting notes, go to the club's website at [www.emyc.org](http://www.emyc.org)

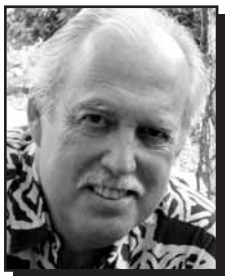
Contact Joe Steele (612)940-3068 with any suggestions for events or comments. We hope to contact former EMYC members to become part of the club once again, as we generate new opportunities for sharing RC boat making skills.

—Julia Moen



## BUILDERS' CORNER

### BUILDING A MODEL OF PT 596



By Ray Meifert

At last year's swap meeting I purchased a Dumas PT 109 kit (1/20 scale) for the small sum of \$60 (the kit retailed for \$350). Being a great buy, I immediately started to think what I should do with it now that I owned it. For one thing, I cannibalized several parts for my model of a Huckins PT. However, I had plans for this kit as well. The result is a model of PT 596.

PT 596 was the last boat of its design laid down December 6th, 1944 by Electric Boat Co., Elco Works, Bayonne, NJ. She was completed May 10, 1945 and was immediately placed into service. Since the war was winding down, she never saw action. PT 596 was subsequently sold in May of 1946. Her fate is unknown after that.

Building the model of the 596 required making several alterations to the hull by raising the bow by ¼ inch and straightening the gunwale near the stern. I repositioned the starboard .50 cal machine gun turret further back on the chart house per the design plans. Several changes to the day cabin were made along with the addition of a life boat placed on its roof. I then cut out the deck hatch underneath the cabin so it can be removed to provide easy access for battery packs. A large engine hatch scoop was also added near the rear of the boat. The addition of a 37mm mount, one 40mm mount, one 20mm mount, two rocket launchers and four late model tor-

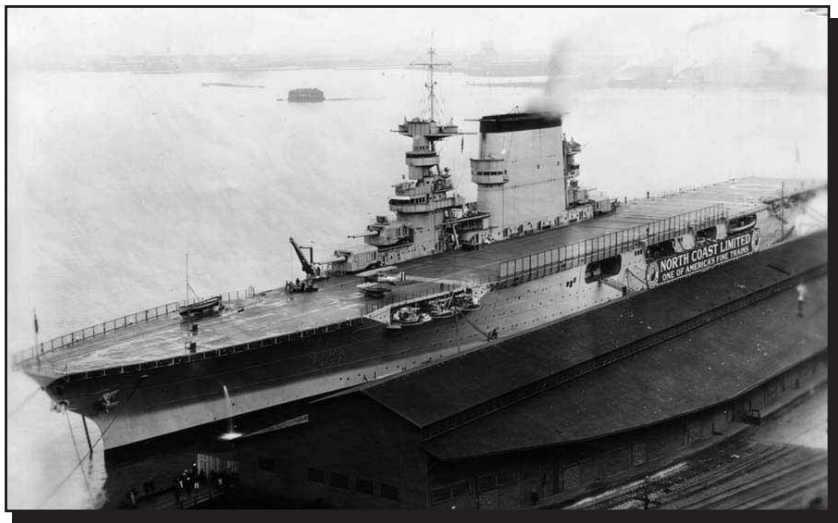
pedoes racks updated the fire power of the boat. A late war radar mast was placed on the day cabin and several radio antennas were located on the roof of the chart house. To finish the model off I painted it with its Pacific theatre in measure 31/20L camouflage. Other miscellaneous fittings were added for additional detail. The boat is powered by two Graupner 700 motors with individual speed controls and two NIMH 7.3 volt batteries. Since the boat is heavier than the original model design this power configuration provides the type of get up and go power required for the scale speed I desired. I have had her in my pool for a test run and she may require some further modifications.

I am very pleased by the results of this project and the addition of PT596 to my fleet of motor torpedo boats. I look forward to getting her on Centennial Lakes in early spring of 2010.

—Ray Meifert



## 70 YEARS AGO - AIRCRAFT CARRIER U.S.S. LEXINGTON (CV-2) SUPPLIED ELECTRICITY TO TACOMA, WASHINGTON



In the Pacific Northwest in December 1929, there was a drought that The New York Times declared as unequaled in 39 years. In a region known for its damp weather, constant blue skies in late 1929 lowered the water levels behind dams on the Nisqually and Skokornish Rivers that fed hydroelectric power plants. With power generation limited, electricity was rationed. Cascade Power Co. curtailed operations and laid off 300 employees. At Fort Lewis, soldiers daily found themselves in darkened barracks after 4 p.m. The shortage of power, combined with the recent stock market crash, threatened to wreck the region's economy. Responding to an appeal by Tacoma Mayor J.C. New begin, on Dec. 12, secretary of the Navy Charles Frances Adams dispatched the new aircraft carrier Lexington to Tacoma. Three days later it anchored out.



The New York Times then reported, "With the help of five Navy tugs and other local tugs, the 33,000-ton vessel, 888 feet long, was made fast just two hours after her whistle warned that her anchors were raised and she was ready to shift."



As crowds watched the mooring from the pier and surrounding hills, arrangements were made to hook the carrier up with the local power grid.

The City of Tacoma in five days constructed about two miles of high tension lines across the city to Baker Dock where the U.S.S. Lexington moored.

To make the connections to the ship, three copper bus bars were mounted ver-

(Continued on Page 6)

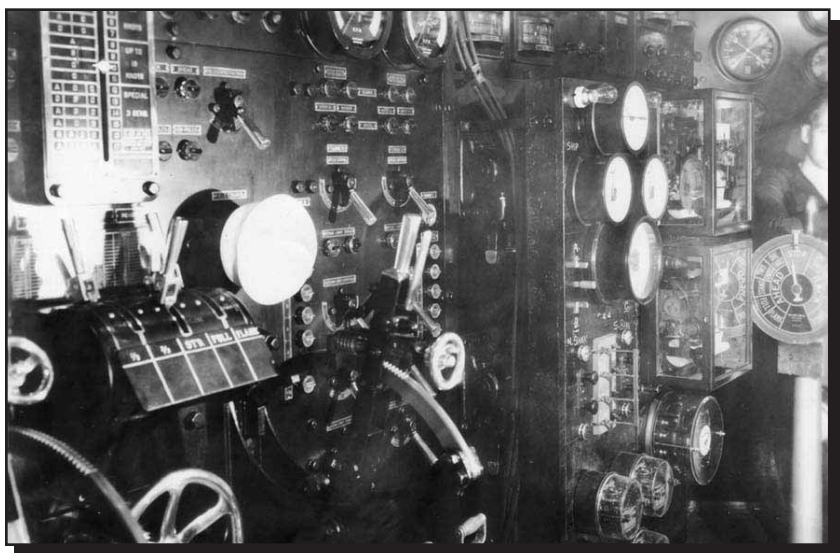
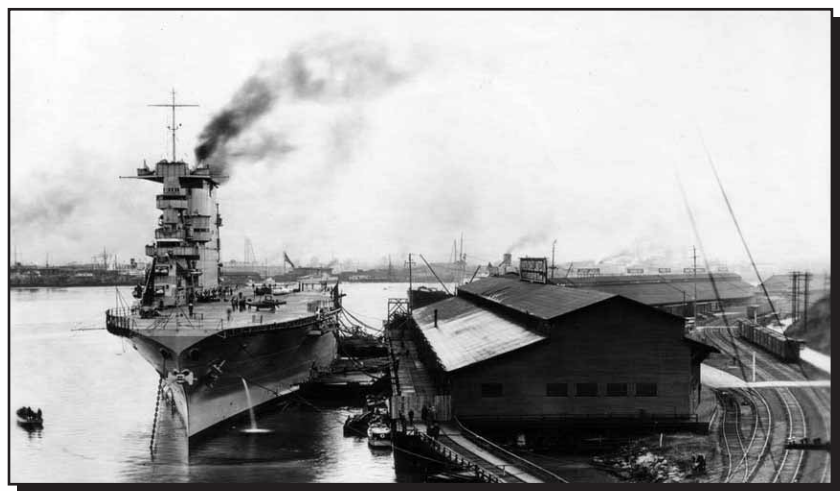


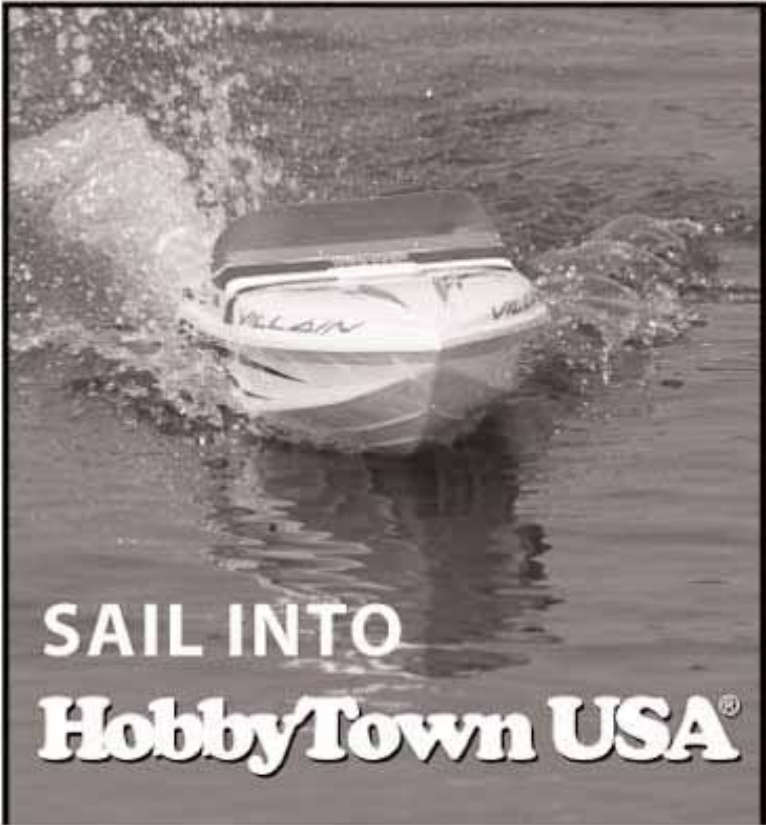
## U.S.S. LEXINGTON (CONT.)

tically on insulators secured to wooden beams. The shore cables were connected at the upper end of the bus bars and were led to two 1200-ampere circuit-breakers on the dock, which were connected to two sets of three single-phase transformers. The shore leads consisted of twelve 750,000 circular mill cables insulated with varnished cambric and asbestos for 5,000 volt service. The banks of transformers had a combined rating of 20,000 K.V.A.

An auxiliary circuit, 125 volts D.C. with pull switches in the control room were installed to operate the circuit-breakers on the dock. Synchronizing lights, a synchroscope, and voltmeters were installed for paralleling the ship's power with that of the city. A kilowatt hour meter, a recording kilowatt meter and an indicating and recording frequency meter also were furnished. Direct telephone connections were made to the dispatcher in one of the sub-stations for controlling the amount of power delivered. Current transformers were mounted on bus bars in the motor room and connected to relays in the control room for each phase, to open the circuit-breakers in case of overload. The Lexington's boilers supplied a quarter of Tacoma's power for about 30 days, leaving on January 17, 1930. That month, rain filled Tacoma's reservoirs. Tacoma enjoyed a special relationship with the carrier until its loss at the Battle of the Coral Sea on May 8, 1942.

*From Seattle NARA, 13ND-2 Correspondence Files 1925-1940*





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## NAUTICAL KNOW-IT-ALL

By Dan Lewandowski



**HAPPY  
NEW  
YEAR!**

We're starting the year with a multiple choice nautical question. And with a new feature. If you have a nautical, R/C boat or related question, submit it to Nautical Know-It-All by e-mail and we'll try to answer a question each month.

Here's your multiple choice question:

**If an able seaman is "flaking", he is**

- a. helping the cook on a British warship flake hard-tack to prepare a stew
- b. scraping paint from rusted areas on a US Navy ship
- c. coiling a line on a deck of a ship
- d. acting irrationally due to severe dehydration.

Jim Smith won the valuable prize for answering November's question. The US Navy ship Jupiter was the first ship to be converted to an aircraft carrier in 1920. The Jupiter was then renamed as USS Langley CV-1 (later AV-3).

### SPECIAL THANKS...

To members that contributed to this Sail & Scale issue :  
Joe Steele, Ray Meifert, Donald Westley, Dan Lewandowski,  
Dale Johnson and Julia Moen.

A special thank you goes out to Tim Smalley for assembling all of this past years photos into an entertaining visual presentation at the Dry Dock party. Tim certainly put much effort into this endeavor and his efforts and talents are greatly appreciated!

*From Todd Moen, newsletter editor*

### CLUB SHIRTS HATS ETC.

**Contact:**

Kevin Waldo (612) 789-7104

### Cub Burgees and Stickers

**Contact:**

Mickey Kiriara (952) 881-2866



## EDINA MODEL YACHT CLUB

Centennial Lakes Centrum  
7499 France Avenue South  
Edina, Minnesota 55435  
www.emyc.org



## JANUARY MEETING

TUESDAY, JANUARY 19, 2010 7:00 P.M.  
CENTENNIAL LAKES GARAGE BAND ROOM

### AGENDA:

Kirk Brust and Dan Lewandowski —  
How to weather models

### Special Interest Contacts:

#### Scale Boating:

Dan Lewandowski (952) 829-9227 dlewandowski@emyc.org

#### Sail Boating:

Tony Johnson (952) 470-8818 tjohnson@emyc.org

#### Fast Electric:

Dan Proulx (763) 551-4953 dproulx@emyc.org

## 2010 Board Members

**Commodore:** Joe Steele (612) 940-3068  
**Vice Commodore:** Paul Olsen (952) 884-4833  
**Vice Commodore:** Don Westley (952) 922-9081  
**Vice Commodore:** Dick Walker (952) 806-9922  
**Vice Commodore:** Kevin Waldo (612) 789-7104  
**Secretary:** Julia Moen  
**Treasurer:** Larry Wheeler

The **Edina Model Yacht Club Sail & Scale Newsletter** is published monthly except for December.

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